

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES. No. 4202.

日四十月五年九十二精光

TUESDAY, JUNE 9, 1903.

二拜禮

號九月六英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED ¥2,000,000
CAPITAL PAID-UP " 1,000,000
CAPITAL UNCALLED " 1,000,000
RESERVE FUND " 900,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, KOBÉ,
YOKOHAMA, LONDON,
HONGKONG, NEW YORK,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI,
TIENTSIN, NEWCHANG,
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., E. SHELLIM, Esq.,
E. GOETT, Esq., Hon. R. SHEWAN,
G. H. MEDHURST, Esq., N. A. SIEBS, Esq.,
C. MICHAEL, Esq., H. W. SLADE, Esq.,
H. SCHUBERT, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH,
Manager.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital " 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., J. Scott Harston, Esq.,
Chow Tung Shang, Esq., J. Lauts, Esq.,
Chief Manager,
GEO. W. F. FLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. M. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [17]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, COLOMB and BOMBAY, (Calling at Penang if sufficient inducement offers).

STEAMERS. TO SAIL ON. REMARKS.
NANKIN Noon, 11th June } Freight only.
G. M. Mumford

MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMB and PORT SAID.

YOKOHAMA, VIA SHANGHAI, HAI, MUJI and KOBE (Passing through the Inland Sea).

LONDON, &c. CHUSAN Noon, 20th June } See Special Advertisement.
W. W. Cooke

SHANGHAI About 19th June } Freight or Passage.
F. R. Summers

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th June, 1903. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

STUTTGART THURSDAY, 11th June

ROON THURSDAY, 25th June

PREUSSEN THURSDAY, 9th July

HAMBURG THURSDAY, 23rd July

PRINZ HEINRICH THURSDAY, 6th August

SACHSEN THURSDAY, 20th August

KIAUTSCHOU THURSDAY, 3rd September

BAVERN THURSDAY, 17th September.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 11th day of June, 1903, at NOON, the Steamship "STUTTGART," of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 9th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 10th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 28th May, 1903. [19]

Intimations.

LANE, CRAWFORD & CO., GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.

OXFORD, ZEPHYR AND AERTEX CELLULAR

SHIRTS,

SOCKS, UNDERWEAR, TIES,

LINCOLN AND BENNETTS'

SUN HATS, PANAMA HATS, STRAW HATS,

RAINCOATS, UMBRELLAS,

WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 20th April, 1903. [732c]

GO TO THE KOWLOON HOTEL, KOWLOON.

R. F. DALY, Manager.

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week. SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

Wm. FARMER, Proprietor.

E. G. JORDAN, Manager.

Hongkong, 15th November, 1900. [741e]

Intimations.

"I hear they want more



Bovril
is the best beverage;
because it not only stimulates, but tones-up and builds-up body and brain.
Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinozu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.
N. INUZUKA, Manager, Hongkong, 1903.

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.
D. C. L.
Per Doz. - \$16.50
"OLD TOM"
"DRY"
Per Doz. - \$9.00

SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.

Hongkong, 26th January, 1903. [952c]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

HONGKONG 16 Queen's Road.

SHANGHAI 4 Foochow Road.

SINGAPORE Raffles Quay.

GLASGOW St. Enoch's Square.

LONDON Rangoon Street, Crutched Friars.

AGENCIES:—In principal ports of China, the Philippines and Straits Settlements.

Hongkong, 26th May, 1903. [952c]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.

DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 5th May, 1903. [555e]

MARLBOROUGH HOUSE.

31, 32, 40 and 41, NORTH SOOCHOW ROAD.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.

Shanghai, 6th June, 1903. [674c]

Mrs. NAZER, Manager.

CHINA'S CURRENCY.

SYSTEM 2,000 YEARS OLD.

Only a few days ago (says the *Morning Advertiser*) we announced that an Imperial edict had been decided for the establishment of a uniform coinage throughout China and the establishment of a mint at Peking.

The reform, if brought about, is of enormous importance, not only to China, but to the whole commercial world, and the following description of the present state of China's currency by Mr. H. F. Holt, late of the Civil Service in China, will be read with interest at the present time.

The manner in which money is now coined in China is identical with that in vogue 200 years before the Christian era; not a single stride has been made in advance—now, the Chinese have retrograded, for both in fineness of metal and in the present issue of the mint is far inferior to that of 2,000 years ago.

The issue of money is, of course, a Government monopoly, although there is an enormous amount of spurious coin and debased money in circulation. The mint is the provincial capital of China consists of four mints. Each mint is placed under the charge of a superintendent, who instead of being a Government official, is a wealthy native merchant, who is frequently unwillingly compelled to serve in that capacity. He must lose by the distinction both in accepting or refusing it.

CONSTANT CHANGES OF STANDARD.

The superintendents are summoned to the duty by the proclamation emanating from the provincial treasurer, and should their respectability, and above all, their means, be well assured, they will be confirmed in their office, and receive an annual salary of 96 taels (about 37½).

The amount of issue from each furnace is bound to be 900 strings of 1,000 cash per month, at intervals of 10 days each. Cash is composed of seven parts of copper and three of lead, and each coin has a hole in it. The composition and weight varies from time to time, however. During the past 200 years there have been many changes.

Throughout the reign of the first Emperor of this dynasty the weight was fixed at one mace per cash. In 1672 the weight was raised. In 1684 it was reduced, and in 1701 the weight of the 1657 issue was again assumed as the standard. In 1734 the weight was again altered and has periodically changed since.

HOW THE MINTING IS DONE.

The issue of money is not continuous. Months and sometimes years elapse between the issues. When it is necessary to coin money, some months' advance clay moulds are constructed and thoroughly dried.

There are two great mints in Peking, namely, in the Board of Revenue and Board of Works, whence the coin is circulated to the various provincial mints for imitation. Most of the provinces have a mint established in the provincial capital, although from time to time as stated the mints are closed.

When the characters have been cut the two parts of the mould are joined. Each mould contains 27 coins, 13 on each side and one on the top. The furnace being heated, the alloy is carefully weighed out in its respective proportions, and being melted is poured into the moulds. Time being allowed for the metal to cool, the mould is opened, and the cash "sword," as it is called, is taken out. The mould is broken up after each operation. Defective coins are of course of frequent occurrence.

The cash are now clipped off the stem and strung on slips of bamboo, and a workman, taking this in his hands, rolls the coins backwards and forwards on a flat stone until the edges are smoothed round. The coins then pass through the office of the treasurer into circulation. Each workman at the mint furnishes his particular duties, and receives about 200 cash (5d) per day. The copper which is used in the coinage is brought from Yunnan, the south-western province of China, in the following manner.

PROMOTION FOLLOWS GOOD SERVICE.

Every three years the Viceroy selects some officer who has already filled some subordinate Government office, as that of a district magistrate, to proceed to Yunnan to procure the copper. The money for his purchase, as also the funds necessary for the various expenses of later carriage, portage, &c., are from the provincial treasury. This amount varies with the quantity of copper required, but it has never been known to exceed 10,000 taels (34,000l. about).

Having received the necessary funds, the officer takes his departure, and it is sometimes three or even five years before he can return. For these services he is invariably promoted. The great copper mines are all situated in one district, and the officers arriving for the metal from all parts of the Empire establish their seniority by the time of arrival, an hour even giving the seniority.

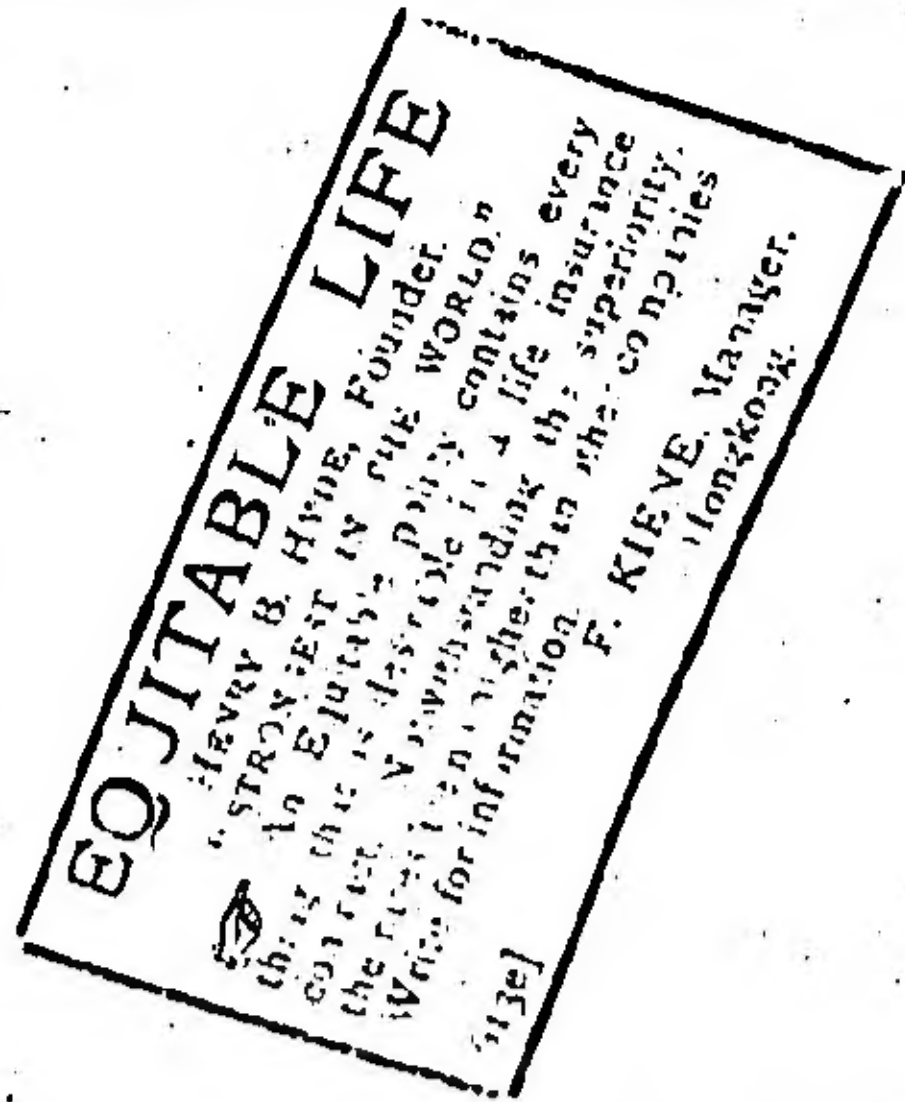
Each officer as he receives the quantity he requires takes his departure, and the next on the list is then served.

The copper costs between 100 and 200 cash per pound (about 3d to 5d per pound), depending on the produce of the mine at the time of requisition. In bringing the metal down to Foochowfoo it is conveyed in boats through the provinces of Kwochow, Hoonan, and Kiang; thence over the hilly borders of this province by porters, and being again shipped at Yenchingfoo, is brought down to Foochowfoo.

From this brief description of the present-day methods of mint coinage it will be seen that the system, apart from its abuses and apart from the effect a reform in the direction of a regular gold, silver, and alloy currency will produce, is quite out of date.

ASK FOR ASAHI JAPANESE BEER—G. G. Gault.

INSURANCES.



NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895. [25]

Intimations.

WHAT IS



1st June, 1903.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS,

INSULATORS, LIGHTNING CONDUCTORS,

TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to put up Installations if required.

NOTE ADDRESS—3, ICE HOUSE ROAD,

For full Particulars, &c., &c., Apply to W. STUART HARRISON.

A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [29]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Colona Road Central.

Hongkong, 9th February, 1903. [29]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and the same are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

ASK FOR ASAHI JAPANESE BEER—G. G. Gault.

Intimations.

YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Duff, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive. It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. 'You cannot be disappointed in it.' Like all good things it is limited. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

THE ROBINSON PIANO Co., Ltd.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 TO \$1,400.

WERNER \$400

NEEDHAM 380

DORNER 375

ROINSCH 400

SCHIEDMEYER 250

BORD 280

RACHALS (SEMI-GRAND) 700

H. & MULLER " " 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS and MUSIC is also being sold at greatly reduced prices at this season preparatory to our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [475]

Consignees.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG."

Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 3rd June, 1903. [662]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oceanic*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date no claim will be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th June, 1903. [14]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA"

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 6th June, 1903. [1266]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 8th June, 1903. [679]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA UZEZ CANAL.

THE Company's Steamship

"INDRAWADI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.

Hongkong, 8th June, 1903. [682]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 10th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 8th June, 1903. [682]

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 245), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.

All Claims must be sent in to me on or before the 18th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent.

Hongkong, 8th June, 1903. [1]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	THURSDAY, 11th June, at Daylight.
J. Nagao	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at Daylight.
SADO MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
BOMBAY MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
W. Thompson	HAMA	FRIDAY, 19th June, at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
A. E. Moses	KOBE	THURSDAY, 25th June, at Noon.
SAVUKI MARU		
KUMANO MARU		
E. W. Haswell		
KINSHU MARU		
P. L. Pyne		

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Hongkong Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI

Acting Manager.

[5]

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903,

at 8 A.M., the Company's Steamship "OCEANIE," Captain Guigues, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Australis*, which vessel takes on her Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd June, 1903. [1004]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamers. Tons. Captains. 1903.

Olympia 2,837 J. Truebridge June 24

Tremont 9,666 T. W. Canlick June 30

Tacoma 2,814 A. Dixon July 6

Victoria 3,592 J. Pantou Aug. 3

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODD, & CO., LIMITED, General Agents.

Hongkong, 3rd June, 1903. [1874]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

TELEGRAMS.

(Reuters.)

Mr. Michael Davitt on the Massacre at Kichineff.

LONDON, 7th June.

Mr. Michael Davitt, who has been to Russia investigating the recent massacre of Jews at Kichineff, for a New York paper, writes to the *Times* describing the outrages at Kichineff such as to make the devil blush for shame. He declares the massacre was largely due to the dissemination of reports of the murder of Christian children by the Jews for ritual purposes, and appeals to the Tsar to issue an ukase, which should be read in all the churches throughout the empire, declaring this ancient superstition to be an atrocious calumny on the Jews.

LATER.

Collision off Marseilles.

The French steamers *Insulaire* and *Liban* have collided off Marseilles; the *Liban* sank; twenty-nine corpses have been recovered.

Hospital Sunday.

The King and Queen and the Prince and Princess of Wales attended the Hospital Sunday service at St. Paul's yesterday.

(Kobe Herald.)

The French in Kwangsi.

Peking, 28th May.

The Governor of Yunnan and Quichow secretly wired to the Government that 1,500 French troops had arrived at Pailian near Kaifu. The Viceroy strongly remonstrated with the French Consul against the presence of the French in Yunnan; but the latter declared he would not withdraw the men until the rioting was completely suppressed and the safety of French subjects assured. There are indications that more French troops are to cross the frontier. The Viceroy prayed the Government to take measures to prevent a French invasion.

Viceroy Chang has sent in a representation to His Majesty against the presence of the French troops in Kwangsi and Yunnan.

[A Havas wire dated from Paris, 2nd inst., reports that M. Delassy has received a telegram from Peking announcing that the French subjects which had arrived at Yunnan without escort were safe in the capital. This bears out our previous report regarding the situation in Yunnan Province, and the fact that the French workers on the railway line between the capital and Tsin'g had been called in owing to the unsettled state of the surrounding country.

In the *Osaka Mainichi* we find a Peking dispatch which states that the French Minister has notified the Chinese Government that if the authorities fail to restore order in the Province in ten days—counted from the 25th ult.—France will send her own troops to suppress the rioting.—*Ed. H.K.T.*]

Chang Chih Tung Favours Opening of Manchuria.

Peking, May 18th.

Mr. Uchida, Japanese Minister to Peking, called on Viceroy Chang this afternoon, to a certain view of the present condition of affairs. His Excellency strongly advocated the opening of Manchuria. He made no attempt to disguise the fact that he wishes to return to his own province, rather than stay at Peking. Mr. Uchida arranged for a further conference before leaving the Viceroy's hotel.—*Mainichi.*

Russian Timber Company Opens Negotiations.

PROPOSAL TO OPEN YALU DISTRICT.

Seoul, May 28th.

In a note sent to the Government yesterday the Russian Minister announces the appointment of M. Ginsburg to take charge of the negotiations on behalf of the Russian Timber Company. Mr. Maebler desires to be informed who will represent the Korean Government in the matter. It is now thought by some parties here that the Russians are likely to be withdrawn from Ryong'an; but it is difficult to divine what warrant there is for this sanguine view.

It is reported from Wiju that the Chinese soldiers at Angung (under Russian direction) have commenced operations against the bandits in the district.

Mr. McLeary Brown, Superintendent of Customs, was on a Chinese steamer inspecting the breakwaters and light-house in course of construction there. It is reported that many influential officials are in favour of opening up the Yalu district in hope of preventing the high-handed action of Russia there. By some people, it is thought Mr. Brown's visit to these districts is connected with this proposal.—*Mainichi.*

GERMAN MAIL STEAMER IN COLLISION.

S.S. "PREUSSEN" DAMAGED.

The late arrival of the German mail steamer *Preussen*, which is due here next Sunday with the mails from Berlin of 13th ult., is undoubtedly due to the fact that after a collision in the English channel she had to be put into Southampton for repairs. A home journal of the 5th May says:—

The Atlantic Transport liner *Marguerite*, bound from London via Southampton for New York, and the North German Lloyd liner *Preussen*, bound from Hamburg for the Far East, collided during a fog in the Channel last night. In the impact the *Marguerite's* stern was stove in above the water-line and the railings carried away, while the *Preussen's* bow was also smashed in. Both vessels have put into Southampton for repairs, but are not expected to be long delayed. It is hoped the *Marguerite* will resume her voyage on Thursday.

ASK for ASAHI JAPANESE BEER.—G. Ginnalt

TROOPS FOR KWANGTUNG.

The *Universal Gazette* gathers that Viceroy Tsien is bringing with him from Szechuen to Kwangtung a number of troops who were efficient in putting down the disturbance in the former Province. Over six hundred of these troops have arrived at Hankow by steamer from Ichang and nine hundred more will arrive in a few days.

JAPANESE ENTERPRISE IN CHINA.

IMPORTANT ACQUISITION BY THE N. Y. K.

There was much excitement in commercial circles here on Saturday, says the *China Gazette*, when the information leaked out that a transfer of property of a magnitude seldom equalled in this part of the world, had been practically effected, and that the well-known and popular river steamers which fly the house-flag of George McElin, together with all the wharves which the vessels berth at in Shanghai (Wayside) at Hankow, Wuhu, Chinkiang, and the other important Yangtze Ports, were about to pass under the control of certain enterprising merchants from the Land of the Rising Sun, the whole of the vast property, along with the goodwill attaching to it, having been purchased as a going concern by the Nippon Yusen Kaisha. The agreement, we understand, was concluded sometime in the middle of May, and the N. Y. K. began to take possession of their purchase to-day.

We congratulate Mr. Hayashi, the enterprising manager of the Shanghai branch of the great Japanese company, to whom thanks are chiefly due for the successful completion of the transaction, upon the boldness, foresight and ability which he displayed in the negotiations. The McElin steamers will serve as sure and copious feeders for the vessels of the N. Y. K.'s trunk lines to Europe and America, the boats having been known for more than 30 years, during which time they have ranked in popular esteem, high among the steamers which trade up and down the great river. The other properties included in the purchase, wharves, godowns, etc., are all excellently situated on river frontages, splendidly constructed and in first-class repair and condition.

The news of the acquisition came, as we have said, as a great surprise to people here, especially to the local shipping companies and those interested in the Yangtze trade in general. No hint of the bargain had been allowed to leak out until everything, practically, was ready for the actual transfer and the astonishment, in consequence, was something immense and in many cases far from pleasant. As formerly reported in these columns, Messrs. McKies & Co., the agents for a well-known German line of river steamers, made strenuous efforts, from time to time, to secure the McElin boats, but always failed to attain this object. Their last attempt was made in the autumn of 1901.

The price paid by the N. Y. K. for the property, was, we are told, somewhere in the neighbourhood of \$1,000,000, and it must be considered cheap at the price. By this transaction another important Japanese company has secured a share of the Yangtze trade in addition to the popular O. S. K. line already operating there, and viewed in any light, the deal must be regarded as one of the most momentous commercial transactions which has ever been completed in this part of China.

PHILIPPINE MINING POSSIBILITIES.

As yet, but little has been done in the Philippines toward the development of its mining interests. It is a well-known fact that gold, copper and coal are to be found in all the principal islands of the archipelago, but the extent and richness of these minerals are but little more than a matter of speculation at the present time. Far more than three centuries gold has been sent to Hongkong, Amoy and Shanghai from Luzon, Cebu, Mindoro and Mindanao. The washing of placer gold by the Chinese and natives has been carried on in the most primitive way, cocoanut shells often being used for the purpose of separating the alluvial gold from the sand and gravel.

The geological formation of the Philippines is similar to that of Australia, which has contributed more to the world's supply of gold than any other country. Every experienced mining man is of the opinion that this archipelago is within the same gold belt.

For obvious reasons, American prospectors have not ventured far into the mountains of the islands, but all streams prospected have yielded colours of gold in their gravel. Evidently these gold-bearing streams cut across quartz veins somewhere in the mountains. Every experienced prospector, who could afford it, would be willing to spend years looking for the source of gold in a country where the metal is so generally distributed. As long as there is a trace of the yellow metal, either in the beds of streams or in quartz, the prospector knows that there is a strong probability of his finding spots where it exists in large quantities.

From a prospector's standpoint, the Philippines have not even been skimmed over for minerals. The virgin forests are dense; the undergrowth and vines literally cover the ground and the usual "croppings" are not in evidence. The "gold seeker" is reduced to the alternative of following the streams in search of "float." Owing to the fact of the risks in tracing these streams to their source, the most likely places have not been prospected.

The alluvial gold found along the lower course of streams indicates that it has been washed a long distance. This is clearly evidenced by the flakey and well worn appearance of the gold. It is to the quartz formations of the mountain ranges the prospector should turn his attention, and in such work a sufficient number of men should be banded together to make the expedition safe from the attacks of natives.—*Manila Times.*

ASK for ASAHI JAPANESE BEER.—G. Ginnalt

NAVIGATION IN PEARL RIVER.

The *Sin Wan Pao* gathers that the Yuch Han (Kwangtung-Hankow) Railway Company has instructed engineers to make a survey of the Pearl River, so that it may be dredged for steam navigation, when the railway line has been completed. It is estimated that the surveying work would take two months.

LIKIN AND IMMACULATE AUTOMATIC TOOLS.

The *Manchester Guardian's* London correspondent, who is so thoroughly posted on Far Eastern affairs, has written the following interesting article:—

Likin in China is a subject of mystery to most people, but even those who know something of the tax may well be surprised by a communication on the subject recently made by one Ku Hing Meng, a graduate of Edinburgh and a man of original mind, who was appointed a few years ago by the Viceroy Chang Chih Tung to be his private secretary. In general, Ku's position is that likin injures trade, not by impeding the circulation of foreign goods, the usual complaint, but by impoverishing the people and impairing their purchasing power. Ku is no believer in Sir Robert Hart or his system, and, in fact, accuses that system of being really the root of most of the evil. It is too rigid; Sir Robert Hart's men are "immaculate automatic tools," and the squeezing in the collection of likin is not a squeezing by corrupt officials but by provincial exchequers obliged to meet the hide-bound, and the least demands of the Peking Budget.

But it is not only Sir Robert Hart who is under attack. The foreigner generally, though possibly he may be surprised to hear it, is responsible for likin. In other treaties foreigners deprived China of her tariff autonomy, and when China wanted money to put down the Taiping Rebellion, being unable to get it by increasing the tariff directly, she had to do so indirectly, by levying likin internally instead of at the ports. Then (Ku goes on in his fearless and original way) when the rebellion was over likin remained; for foreigners persuaded Li Hung Chang that he was the Bismarck of China, and that he must spend money on troops, ships, and armaments. But worse follows; for Li, being pulled up by his foreign friends on his Bismarckism and militarism, treated Japan with contumely and provoked the war. Then came the indemnity; and so likin became more necessary to China than ever. Kang Yu Wei and the reformers followed, who were to be more than Li ever was. Foreign mischief-makers supported these men in things they did not understand and should never have meddled with. Excitement followed, and led up to the events of 1900, when "the whole China crockery-shop toppled over with the Peking cataclysm." The Chinese people have to pay for this broken crockery, and hence a further rivetting of the fetters of likin. Every foreign merchant who causes trouble and expense to the Chinese Government, every foreign missionary going into the interior and getting himself killed, and every foreign high-falutin' charlatan who persuades so-called patriotic viceroys to build costly schools and the like is, in Ku's opinion, responsible for likin and the injury it causes foreign trade. To abolish it one must go to the root of things, and China must recover either her full tariff autonomy or her full control over foreign trade by the abolition of extraterritoriality and consular jurisdiction. "The nation," Ku's dissertation concludes, "which will be fair to China will be the leader of nations in the Far East." It is a turning of the tables with a vengeance.

SUGAR IN THE PHILIPPINES.

Sugar can be successfully produced in nearly all the Philippine islands, but the island of Negros is generally believed to be the best adapted to this purpose. Before the great increase in the production of beet sugar the Philippine sugar industry was highly remunerative, but the constantly diminishing prices of sugar, together with the lack of modern machinery and adequate transportation facilities, have prevented the expected development of the industry. The sugar estates are generally quite small, the mills in many cases being primitive concerns, built up of two cylinders, driven by animal power with the process of manufacture of the crude character and badly conducted, and the resulting raw sugar is of an inferior grade. The transportation problem is a serious one, as the sugar made has to go over bad country roads in bullock carts. The chief export items of the Philippines were for years Manila hemp and sugar the latter coming second of late, although at one time the sugar exports were of greater value than those of hemp. Messrs. Willett and Gray in their statistics estimate the exports of Philippine island sugar at 102,000 tons for the current year, and report the exports for the previous year at 79,000 tons, and for 1900-01 at 55,000 tons.—*Louisiana Planter.*

THE INDIAN IMPORT DUTIES.

Lancashire has been dissatisfied with the reply given by the Secretary of State for India to the demand made by the cotton spinners to abolish the Indian import duties. At a recent meeting of the Federation of Master Cotton Spinners Associations, held at Manchester, the refusal of the Government was first considered and after considerable discussion a resolution was unanimously adopted expressing "its great dissatisfaction at the decision of the Indian Government not to deal with the Import Duties this year" and stating that the Committee of the Federation "consider it to be a breach of faith." The Secretary of State is asked to reconsider the question at the earliest opportunity as a matter of great importance not only to the Lancashire Cotton industry, but also to the Indian Empire.

ASK for ASAHI JAPANESE BEER.—G. Ginnalt

THE OILING OF PUBLIC ROADS IN BOMBAY.

It will be noted with satisfaction that the experiment which Mr. Murzban, the energetic Executive Engineer of the Bombay Municipality, tried some time ago, of oiling a stretch of road on the Esplanade has proved successful. The dust nuisance may be effectively got rid of, if all our thoroughfares received a similar treatment. But before this is done, more than one important point shall have to be considered, such as the question of cost and the condition of the roads during the monsoon. Every new improvement is received in the East with doubts and misgivings, and it was not to be wondered at that the experiment tried over a few hundred feet of road, gave rise to so much croaking from certain quarters.—*Rust Gifford (Bombay).*

THE SILVER CORNER.

There is nothing singular, and at no time has there been anything impossible, about cornering the silver product. It is as easy as the cornering of copper, and is subject to the same vicissitudes. The silver corner, taking in the control of the entire product of Mexico, and assisted by that Government, is an established fact. What the Blind and Sherman bills failed to do permanently has for the present been accomplished by the Cuggenheim syndicate, and silver has been forced up at a rapid rate. The rise effected by those two acts of the American Congress was a brief but momentary movement in the market, influenced by the purchases of the bullion by this Government. But it did not last, and under both laws the price took a downward turn, and fell steadily until this corner has sent it upward again.

The ability of the Cuggenheims to maintain the advance will depend first upon the extent of their control of the product. The first copper corner, known as the *Societe des Metaux*, took in all the copper properties of the world which produced down to a minimum line, and made no account of the properties below that line. But the price was artificially forced up until it paid to work the properties below the minimum, and soon these properties had as much copper on the market as the *Societe*, and the price broke, with results disastrous to the syndicate.

Whether the Cuggenheims have profited by this experience and have included in their scheme the silver production of Colorado, Nevada, Idaho and Montana is not plain. If they have their capacity to force the price will depend upon consumption of the product. The demand is in China, Japan and the Philippines, observes a San Francisco exchange. In the latter the United States is immediately concerned, but the stock needed in the islands is not large enough to make a demand that will seriously affect the market. Mexico has a very direct interest in the corner, because she is a large silver producer, and her finances have been badly disordered by fluctuations in the price. She has endured variations in exchange from that cause amounting sometimes to more than 40 per cent. in a single month. Such fluctuation is very tormenting to business, but it remains to be seen whether it can be prevented by the operation of a private syndicate.

The statement is made that if the price can be permanently maintained to secure the steady rate of a profit of exchange for Mexico, at 200 that country will make a profit of 40,000,000 a year. This profit will be direct and will be increased by a much larger indirect profit, which comes to any country in the stability of business which follows stability of the medium of exchange.

It is stated, significantly, that the Cuggenheims have been for some time preparing for action, but saw no opportunity until consumption increased. This came to them when the United States began buying silver for the Philippine coinage. It is also said that if the United States, China and Japan should cease buying and conclude to wait for a decline the syndicate is able to store and hold all the Mexican silver for two years. As this would require the holding of 140,000,000 ounces, to do this at the present price requires a capital of \$77,000,000, and that is a large sum to keep on the waiting list.

The highest product of silver by the United States was 63,300,000 ounces. In 1901 the yield was 55,240,000 ounces. So, if the syndicate undertake to buy and store all the silver of both countries for two years, it must have a capital of \$177,684,000, or capital and credit united equal to that amount. Such an undertaking is the most stupendous operation ever undertaken by financiers. It is of intense interest to the owners of silver mines. The prospective profits of the operation may induce them to make an alliance with the syndicate by which they will mine and hold their own silver. But this will merely distribute the task without decreasing the reserve capital needed for its accomplishment.

However, when the Mexican Government is taken into account, as a passive but powerful partner in the operation, it may be successfully done. The great corners in products, except copper, have heretofore been in perishable property, such as foodstuffs. The element of perishability has had to be considered, and also the accidents that beset production. But metals are non-perishable in a sufficient sense to eliminate that risk, and only supply and demand have to be considered. As the nations can, in a pinch, resort to paper currency, a new risk is presented. The United States, for illustration, is in a position to do away with silver dollar coinage entirely, and by a flexible currency system, for which we have an abundant gold basis, use silver only for subsidiary coinage. It would seem that this power is sufficient to hold in check any speculative rise in silver procured by storing that metal and keeping it off the market.

ASK for ASAHI JAPANESE BEER.—G. Ginnalt

PARASITE ON TEA LEAVES.

The *Kokumin* (translated by the *Japan Times*) says that a sort of parasite has appeared in Kanayama-hara tea garden in Haibaragori, Shizuoka-ken. These parasites have caused the leaves to wither and are, it is feared, spreading. The Shizuoka Experimental Farm has despatched a specialist to investigate the matter. In the first of the tea producing districts the recent frost and hail have not caused much injury. The tea manufacturers in Shizuoka have a high time of it owing to the abundant crop and to the good prices of their tea.

THE LASCAR.

The Colonial Office, with even the strongest statesman of the time at its head, has done nothing till now to defend the rights of British Indian subjects in the British Colonies. Emboldened by its inaction, the Australian Colonies have gone a step further and warned the British Post Office and the shipping companies that they would not be a party in any mail-service agreement which did not undertake to employ only white sailors on the steamers engaged. As has been pertinently observed by the leading English daily "of all the irrational and oppressive legislation" the Barton Ministry has been forced into at the bidding of the labour party in Australia, this enactment against the employment of the lascars is most unjustifiable. It has been conclusively proved that recruiting for Merchant Shipping in England has been one so difficult that the lines which are pledged to the employment of white labour alone are compelled to take up foreigners into their service such as the Dutch, the Germans, and the Swedes, who are less sober and reliable than the lascars. Australia knows this, but still persists in taboing what is called black labour. Will an extensive employment of foreigners on board the merchant ships add to England's strength and be conducive to the safety of the Empire in the time of a great European war? It would have been something if it were asked that the lascar should not find employment till all the available British sailors had been engaged. Even then the demand would have been a preposterous one, but to ask that foreigners should be given preference over British born subjects is as unpatriotic as it is wrong and cruel.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

HONGKONG HOTELS, in consequence of an unsatisfied persistent demand, have advanced to \$125 buyers, without sales. CHINA SUGARS changed hands at \$107 cash. ELECTRICS (old) are wanted at the enhanced rate of \$125, and transactions took place in WEST POINTS at \$5 and later at an advance of half a dollar.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8 1/16
" Bank Bills, on demand	1/8 1/16
" Credits, 4 months' sight	1/8 7/16
" D'ments 4 months' sight	1/8 9/16
ON BERLIN, (demand)	1/8 1/16
ON PARIS, Bank Bills, on demand	2 10/16
" Credits, 4 months' sight	2 1/16
ON NEW YORK, Bank Bills, on demand	40 1/16
" Credits, 30 days' sight	41 1/16
ON BOMBAY, Telegraphic Transfer	125 1/16
" On demand	125 1/16
ON SHANGHAI, Telegraphic Transfer	71 1/16
" Private to day's sight	nom.
ON YOKOHAMA, T.T.	81 1/16
Sovereigns, Bank's Buying Rate	\$11 84
Gold Leaf 100 touch, per tael	61 67
Bar Silver	24 1/16

TO-DAY'S QUOTATIONS.

Malwa New	Per ch. st
" LAST YEAR	No sales
" OLDEST	1,600
PATNA NEW	1,080/1,100
" OLD	1,037/1,040
BENARES NEW	1,037/1,040
" OLD	1,037/1,040
PERSIAN (PAPER)	No sales

Today's Advertisements.

EXCURSION TO MACAO.

GRAND PROCESSION.

FEAST OF ST. ANTHONY.

THE well-known S.S. "CHUKONG" will leave her usual Wharf (next to the Steamboat Co's Wharf) at 8.30 A.M. on SUNDAY NEXT, the 14th inst., returning from Macao at 9 P.M. the same day.

Tickets \$1.50 Return Obtainable on Board.

Hongkong, 9th June, 1903. 1684

ALTERATION.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

NOTICE TO PASSENGERS.

S.S. "EASTERN" will be despatched for KOBE, VIA MOJI, TO-MORROW, at NOON SHARP.

The Company's Launch will leave Ferry Wharf at 10 A.M.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th June, 1903. 1683c

Co-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE VIA MOJI.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above Ports, TO-MORROW, the 10th instant, at Noon sharp.

The well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th June, 1903. 1684a

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."

Captain J. G. Oliffert, will be despatched for the above Ports on TUESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 9th June, 1903. 1682a

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO.

THE Steamship

"CLAVERING."

Captain Barton, will be despatched for the above Ports on THURSDAY, the 18th instant, at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, and Floor.

J. S. VAN BUREN, Superintendent.

Hongkong, 9th June, 1903. 1684b

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM YACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th June, 1903. 1684d

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT."

FROM YACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW AND LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW AND LIVERPOOL	"MACHAON"	On 12th July.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"CALCUTTA"	On 27th July.
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"PELUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TELEMACHUS"	On 10th June.
S.S. "TELEMACHUS" has arrived and leaves for Japan and Pacific Ports on 10th inst. S.S. "CANPA" from Tacoma left Moji 7th inst. for Hongkong.	"MACHAON"	On 14th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUNAN"	10th June.
YOKOHAMA AND KOBE	"CHINGTU"	11th "
CEBU AND ILOILO	"WUCHANG"	13th "
MANILA	"SUNGKANG"	17th "
TIENSIN	"KWEIYANG"	18th "
MANILA	"CHINGTU"	4th July.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The attention of passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is aboard.

Taking Cargo on through Bills of Lading, to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

M.A.R.D.C. S.O. N. F. RES. SINGAPORE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th June, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	SAURDAY, 13th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)...	SAURDAY, 20th June, at 10 A.M.
PERLA	1980	J. McGinly

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 6th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To sail
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, "
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	...

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a daily qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 1, Des Voeux Road Central.

Hongkong, 3rd June, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare \$4 Single Journey.
Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
THE Steamship
"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7.30 A.M. SUNDAY including.
Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class \$1.50

2nd " .70

3rd " .30

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA
THE Company's Steamship
"ERNEST SIMONS,"
Captain Dupuy Fromy, will be despatched for the above Ports, on or about SUNDAY, the 14th instant.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 8th June, 1903.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

THE American Asiatic S.S. Co.'s
"ARARA,"
will be despatched on THURSDAY, the 18th instant.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th June, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Regular Service

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 12th June, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

WEDNESDAY, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 6th June, 1903.

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"HEATHFORD,"
will be despatched on or about TUESDAY, the 9th instant.
For Freight, apply to
ARNOLD KARBE & CO.,
General Agents for China.

Hongkong, 4th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"NAMSANG,"
Captain Payne, will be despatched as above on THURSDAY, the 11th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.
THE Steamship
"GLENFARG,"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIERGHEN" ... 24th June.

"MACDUFF" ... 10th July.

For Freight and further information, apply to

DOUWELL & Co., LIMITED,
Agents.

Hongkong, 1st June, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"HAICHING,"
Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 11 A.M.

For Freight or Passage apply to
DOUGLAS, LAPRAK & Co.,
General Managers.

Hongkong, 6th June 1903.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAIMUN,"
Captain Mutton, will be despatched for the above Ports, TO-MORROW, the 10th instant, at 11 A.M.

For Freight or Passage apply to
DOUGLAS, LAPRAK & Co.,
General Managers.

Hongkong, 6th June, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY, SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above TO-MORROW, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 9th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain G. S. Wengill, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th June, 1903.

REGULAR SERVICE

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 12th June, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

WEDNESDAY, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 6th June, 1903.

AMERICAN AND ORIENTAL TRANS-PORT LINE.

STEAM FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"HEATHFORD,"
will be despatched on or about TUESDAY, the 9th instant.

For Freight, apply to
ARNOLD KARBE & CO.,
General Agents for China.

Hongkong, 4th June, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"NAMSANG,"
Captain Payne, will be despatched as above on THURSDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.
THE Steamship
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For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"CHARLES TIERGHEN" ... 24th June.

Intimation.

THE NEW FRENCH REMEDY

TRADE MARK

THE THERAPIE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Kossel, Robert, Yersin and others, cures all the disorders to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THE THERAPIE No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, whether depending on gonorrhoea, of which it does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, gonorrhoea, stricture, and some of the more trying complaints of this kind, it will be found an invaluable remedy, affording prompt relief where other medical remedies have failed.

THE THERAPIE No. 2 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 3 for the treatment of nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot and malarious climates, etc. It possesses surprising power in restoring strength and vigor to the debilitated.

THE THERAPIE No. 4 for the treatment of the skin, eruptions, pimples, etc., and all the diseases of the skin, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 5 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 6 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 7 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 8 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 9 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 10 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 11 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 12 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 13 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 14 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 15 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 16 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 17 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 18 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 19 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This preparation purifies the blood, restores the vitality, and thoroughly eliminates every poisonous matter from the body.

THE THERAPIE No. 20 for the treatment of the blood, rheumatism, spots, blotches, pains and swellings of the joints, and all the symptoms of rheumatism, and all the diseases to which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of his life. This

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

NEW SUMMER GOODS.

NEW BRAZILIAN STRAW HATS, FOLDING SHAPE.

SPLENDID VARIETY OF UNTRIMMED FANCY STRAWS IN ALL THE
NEWEST STYLES.

REAL PANAMAS.

FINE SELECTION OF PRETTY FLOWERS.

LARGE STOCK OF BOOTS AND SHOES.

CHILDREN'S

SUN HATS, SILK AND MUSLIN CAPS AND BONNETS.

THE VERY NEWEST STYLES IN WASHING DRESSES AND SILK
FROCKS FOR SUMMER WEAR.